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The Hongkong Telegraph

(ESTABLISHED 1864)

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August 15, 1916. Temperature 6 a.m. 80 2 p.m. 88
Humidity 40 65

August 15, 1915. Temperature 6 a.m. 73 2 p.m. 84
Humidity 89 90.

WEATHER FORECAST—
FAIR
Barometer 29.68

7432 日七十月七

WEDNESDAY, AUGUST 16, 1916.

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J.S. PER ANNUM

TELEGRAMS.

CONDENSED.

THE VINCENT REPORT ON MESOPOTAMIA IS STILL SUB JUDICE. THERE IS NO FURTHER NEWS REGARDING TREATMENT OF KUT PRISONERS. PRIVATE MESSAGES CONCERNING THE KUT PRISONERS ARE REASSURING. ENGLISH MAIL ARRANGEMENTS FOR MESOPOTAMIA ARE BEING IMPROVED. THE ITALIAN STEAMER TETI HAS BEEN SUNK IN THE MEDITERRANEAN. NORWEGIAN STEAMER ARANDA WAS BROKEN IN TWO BY AN EXPLOSION. THE ANGLO-ITALIAN COMMERCIAL AGREEMENT HAS BEEN SIGNED. ENORMOUS INCREASES HAVE BEEN MADE IN BRITISH MUNITIONS OUTPUT. BRITAIN PRODUCES MONTHLY DOUBLE HEAVY GUNS WE HAD BEFORE WAR. THE KING AND PRINCE OF WALES HAVE VISITED DANGER ZONE IN FRANCE.

[All telegrams appearing in large type are the latest having been received during the course of the day. Those in small type have come through over-night.]

MESOPOTAMIA MATTERS.

The Forwarding of Mails.

[Reuter's Service to The "Telegraph."]

August 14, 10.10 p.m.
In the House of Commons, Mr. Chamberlain announced that he had received a report from the R.I. stating that it was hoped by August 1 to forward the whole English mail to Mesopotamia from Basra on the day of its arrival there. They had not traced any cases of pilfering; inadequate or lost addresses, and insecure packing, must account for a good many of the miscarriages. He said he proposed to communicate further with the R.I. on the subject, and also stated that he was communicating with the R.I. with a view to the simplification and acceleration of the arrangements regarding the effects of soldiers dying in Mesopotamia.

The Vincent Commission.

August 14, 10.10 p.m.
In the House of Commons, in reply to Sir Henry Craik, Mr. Chamberlain stated that copies of the Report of the Vincent Commission and of General Sir Beauchamp Duff's Memorandum thereon were despatched from India in July, while Appendices, including evidence, were sent early in August. The Viceroy had stated that a general review of the Report and the Appendices would follow as soon as they were fully examined. All the documents would be submitted to the Mesopotamia Commission as soon as they were received. He thought this would greatly facilitate their task, but meanwhile the matters treated by the Vincent Commission must be considered still *sub judice*, and the report could not be published.

SUBMARINE WARFARE.

August 15, 4.10 p.m.

The Italian steamer Seti has been sunk in the Mediterranean. The crew of the Norwegian steamer Aranda, bound for Glasgow from Quebec, has been landed on the island of Mull. The vessel was broken in two by explosions aboard.

MILITARY TRIBUNAL.

August 15, 5.30 p.m.

In the House of Commons, Mr. Lloyd George announced that the Tribunal constituted under the Army Act Amendment Bill would be composed of Field Marshal Sir William Nicholson, Lord Chelmsford, Mr. Justice Atkin and Mr. D. Maclean, Liberal M. P. for Peebles.

BRITAIN'S WONDERFUL OUTPUT OF MUNITIONS.

August 15, 5.55 p.m.

In the House of Commons, the Hon. Mr. E. S. Montagu, speaking on the increase in the output of munitions, stated that we are now manufacturing monthly twice as many heavy guns as we possessed at the outbreak of the war. The weekly output of machine-guns has been increased sixteen times since the foundation of the Munitions Department, while the weekly output of explosives has been increased sixty times. The output of field howitzers is eight times greater than at the beginning of 1915.

Mr. Montagu added that our output of shells has increased so much that comparisons with 1914 are useless. Besides, a large amount of munitions and guns, we are supplying the Allies with metals for munitions, to the value of six millions sterling monthly, and are sending to France one-third of our production of steel for shells. French experts have praised our new heavy artillery.

Continuing, Mr. Montagu said our equipment of 18-pounders is practically complete, and we should shortly have satisfied our own requirements in machine-guns and should be able to devote attention entirely to the requirements of the Allies. The weekly output of munitions is covered by expenditure, so if the workers and employers continued to play their parts as nobly as heretofore, there was no fear of the offensive breaking down owing to shortage of ammunition.

ANGLO-ITALIAN AGREEMENT.

August 15, 4.10 p.m.

Reuter's correspondent at Rome states that the Anglo-Italian Commercial Agreement has been signed.

TELEGRAMS.

THE KUT PRISONERS.

[Reuter's Service to The "Telegraph."]

August 14, 5.10 p.m.
In the House of Commons, Lord Robert Cecil stated he had no further information regarding the treatment of the Kut prisoners, but the United States was sending money and comforts as soon as their arrival at the internment camps was known. The main cause of uneasiness was the refusal of Turkey to allow United States officials to visit the prisoners, but private messages recently received were reassuring.

KING GEORGE VISITS DANGER ZONE.

August 15, 10.05 p.m.

His Majesty the King has motored in the danger zone, accompanied by H.R.H. the Prince of Wales and Staff, and watched the shells bursting on both sides.

His Majesty left a point near the old British front line and walked over the centre of the area of the conflict in the beginning of July. Then he crossed old "No-man's Land" which is pitted with shell holes and strewn with the debris of war. His Majesty remarked: "It's wonderful how human beings could have lived through it."

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 3 or on Extra.]

EARLIER TELEGRAMS.

ALLIED ACTIVITY IN THE BALKANS.

August 14, 12.40 p.m.

Reuter's correspondent at Salonica reports that the Allies have slowly and inexorably closed upon the Bulgarian lines along the whole front from Lake Prespa to Demir Hisar. The enemy is unintermittently worried by a heavy bombardment. The principal lines between the belligerents south-westward of Doiran are two minor hills, up which the Allies are gradually creeping.

THE ALLIED OFFENSIVE.

Splendid French Feat.

August 14, 12.40 p.m.

Reuter's correspondent at Paris states that the French captured their objectives in the German third positions in 80 minutes. The losses were wonderfully small considering that four lines of trenches were crossed. There was desperate close fighting.

British Situation Unchanged.

August 15, 12.55 a.m.

General Sir Douglas Haig in a communique says the situation is unchanged on the whole British line.

Germans Destroy a Hospital.

August 15, 12.40 p.m.

A Paris communique says bad weather has hampered the operations on most of the front. There is a sharp artillery duel south of the Somme and east of the Meuse. Elsewhere there is intermittent cannonading. German aeroplanes last evening dropped incendiary and other bombs on Rheims and the German batteries meanwhile shelled different quarters of the town. The civilian hospital, which adjoins the Church of St. Remy, was destroyed and also the dispensary. Six civilians were killed.

THE ITALIAN OFFENSIVE.

August 15, 12.40 p.m.

Lord Northcliffe, in a despatch from the London dated 13th August, says: "The Austrian trenches on the Carso plateau were blasted and drilled in the rock with machinery, similar to that used in constructing the Simplon tunnel. Hordes of Croats and other races worked night and day with pneumatic drills and dynamite, making dugouts. The ferocity of the fighting can be imagined when it is known that the capture of the Calvaria position outside Gorizia alone cost Italy fifteen months bloodshed. The discovery of kneeling bodies mummified by the scorching heat testifies to the character of the climate. As an example of the enemy's hatred of the Italians, Italian wounded were found mutilated, with skulls smashed by spiked maces. It is curious fact that English is often the only language common to the Italians and their prisoners, as both had been in the United States or Canada. Lord Northcliffe throughout his visit did not see an Austrian aeroplane or balloon. The Italian balloons float undisturbed directing the fire of the batteries, while the Austrians are firing blindly."

TELEGRAMS.

THE RUSSIAN DRIVE.

Pursuit of the Enemy.

[Reuter's Service to The "Telegraph."]

August 14, 6.00 p.m.

A Russian official announcement says:—In the Upper Sereth region the enemy retired westward to a fortified position behind which he is checking our advance at some points. We continue to pursue the enemy in the region of the middle Strypa and the river Koropio, and have reached the northern bank of the Dniester before Mariampol. The enemy attacks in the wooded Carpathians were everywhere repulsed.

Enemy Admissions.

August 15, 3.45 a.m.

Reuter's correspondent at Petrograd says: An enemy communique states that the Russians continue to advance in the Sereth and Zlota-Lipa regions, forcing their tributaries, sometimes breast high, and storming the positions on the opposite banks. The village of Tustobaba, north-west of the Dniester was stormed after a fierce fight, the Russians having to carry endless lines of trenches exposed to the fiercest machine-gun fire. The Belgian cyclists and motor guns distinguished themselves by capturing the town of Zboroff on the Strypa.

BRITISH DESTROYER LOST.

August 14, 7.00 p.m.

It is officially announced that the British destroyer Lascow was torpedoed or mined and sunk on August 13 off the Dutch coast. Two officers and four men are missing and one officer and one man were slightly wounded.

COMPULSION IN DUTCH EAST INDIES.

August 15, 11.55 a.m.

Reuter's correspondent at the Hague reports that a bill has been introduced in parliament to enable the introduction of general compulsory service for Europeans and natives in the Dutch East Indies.

"A NEW LAND POLICY."

Unionist and Labour Men Combine.

Considerable sensation is likely to be caused by the recent issue of the minority report of the Departmental Committee on the Settlement and Employment of the Land of Discharged Sailors and Soldiers. It may be recalled that Part I. of the work of the Committee, that referring to settlement or colonisation, was covered by a unanimous report. Subsequently the Hon. E. G. Strutt and Sir Luke White were added to the original committee to assist in drawing up schemes for the after-war employment of discharged service men. This part of the work of the committee has not resulted in a unanimous report; indeed, the minority report, which is signed by the Hon. E. G. Strutt, the famous agriculturist, Mr. Leslie Scott, K.C., M.P., the well-known Conservative politician and barrister, and Mr. G. H. Roberts, the Labour M.P., criticises the report of the majority in a breezy fashion, twitting the majority with being afraid to propose the prompt remedies necessary to a cure of the evils which it deplores.

Nothing more surprising has ever occurred in English agricultural politics than this union of Conservatism, Socialism, and expert science to rush a drastic policy of land reform—a policy which, if needs be, apparently will not shrink from a measure of compulsory cultivation for inferior grass areas now uncultivated.

In their survey of what is essential to placing the country in a sound military and economic position so far as the food supply is concerned, the Majority and the Minority are virtually at one; but when it comes to immediate legislation for doing what all the members of the Committee agree is desirable, the Majority seem to me to funk the issue in a feeble fashion—so feeble that the chairman, who said starch, fruit and vegetable

signs the Majority Report, also dissociates himself from it, repudiating the Majority for not emphasising the urgency of the problem.

The Minority frankly accuses the Majority of "throwing up the sponge"—appalling language this, in a Departmental Committee Report!—and proceeds in detail to suggest how the Government, if it will, can at once pass "war-emergency" measures setting up a framework for the machine that has to handle the discharged soldier and sailor and the dearth of agricultural labour and the lack of home-grown foodstuffs as parts of one big question.

This Minority Report says in effect: Our country produces only one-fifth of its food; in thirty years three millions of acres of land has fallen down from plough to grass—much of it interior grass; the net loss of agricultural labourers from England during the war will be at least 80,000 men, and they cannot be replaced satisfactorily either by women or children; we ought to aim not only to replace these men by other men but largely to increase the rural population; from five to ten per cent. of the men of the New Armies probably will prefer an outdoor life after the war—say, 200,000; these men in the majority of cases will come back to civil life without a fixed job; it will be good statesmanship to offer them immediate work on the land at a living wage, with the prospect of a small-holding later on, or efficient training for over-sea colonisation, as they may prefer.

Of course the Minority Report suggests much besides, including large schemes of reclamation on the scientific lines laid down by that great expert, Mr. A. D. Hall, and afforestation after the Maxwell manner; sugar-beet, tobacco, and potato growing on a reasonable scale, so that we may produce at least in greater part our own sugar, alcohol, and alcohol

TELEGRAMS.

EARLIER TELEGRAM.

EX-PREMIER'S DEATH.

[Reuter's Service to The "Telegraph."]
London, Received August 15.
Reuter's correspondent at Melbourne reports the death of Sir George Turner, a former Premier.

THE CLERK.

By B. H. M. Hetherington in "The Bookman."

Patched upon an office stool, neatly adding figures, With cuffs gone shiny and a pen behind his ear; Deep in Liabilities, Goods, and Double Entry, So he worked from year to year. Diligent and careful, he jugged about with figures, Given soul and body to discount and per cent; Bounded by the columns of Purchase Book and Journal, Soberly his moments went. Now his pen has ceased from adding rows of figures, Ceased from ruling ledgers and entering amounts; Clad in sadden khaki, with a gun in Flanders He is balancing accounts.

drying, basket and other wood manufactures, and so on.

The Minority Report recognises that rural life must be made more attractive and that rural labour must be better paid than before the war. If present agricultural prices, or something approaching them, were maintained, farmers could afford to pay from £1 to 24s. weekly—which is a living wage in the country. The Minority Report proposes district wages boards to fix minimum wages; this to help labour, with the potential small-holding and even the larger farm as an ideal to work towards. For the farmer a State stabilised price system is proposed—what, say, being guaranteed at 40s. per quarter for ten years or thereabouts, with a bonus of £2 per acre (paid in instalments over a period of four years) for the encouragement of those who are willing at once to break up grass for the plough and to cultivate it adequately.

Every million acres of grass broken up will employ profitably forty thousand men; and probably at least two and a half millions of acres of poor grass ought to be so broken up. This would absorb 100,000 ex-service men. Eighty thousand more are needed to work our villages even to the pre-war time standard. If the problem is attacked immediately, and as a whole, say the minority, it can be settled fairly for all parties and to the great advantage of the nation.

The machine must be built now, however, and that is what the minority, as distinct from the majority report, proposes should be done.

A closing word! Although the minority settlement should take priority over Colonial settlement and employment, they regard the two as complementary, and an Imperial scheme is in process of being drawn up on a most friendly All-British basis.—Wm. Purvis in the *Globe*.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palazzo Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palazzo Theatre—9.15 p.m.
Monday, August 21.
Crown Land Sale.—P. W. D. Office, 3 p.m.

NOTICES

THE UNDERWOOD TYPEWRITER

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OVER 10,000 IN DAILY USE.
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EXPANDED METAL FOR RE-INFORCED CONCRETE.
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Write for Pamphlet and Full Particulars to
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FOR BOILER TROUBLES.

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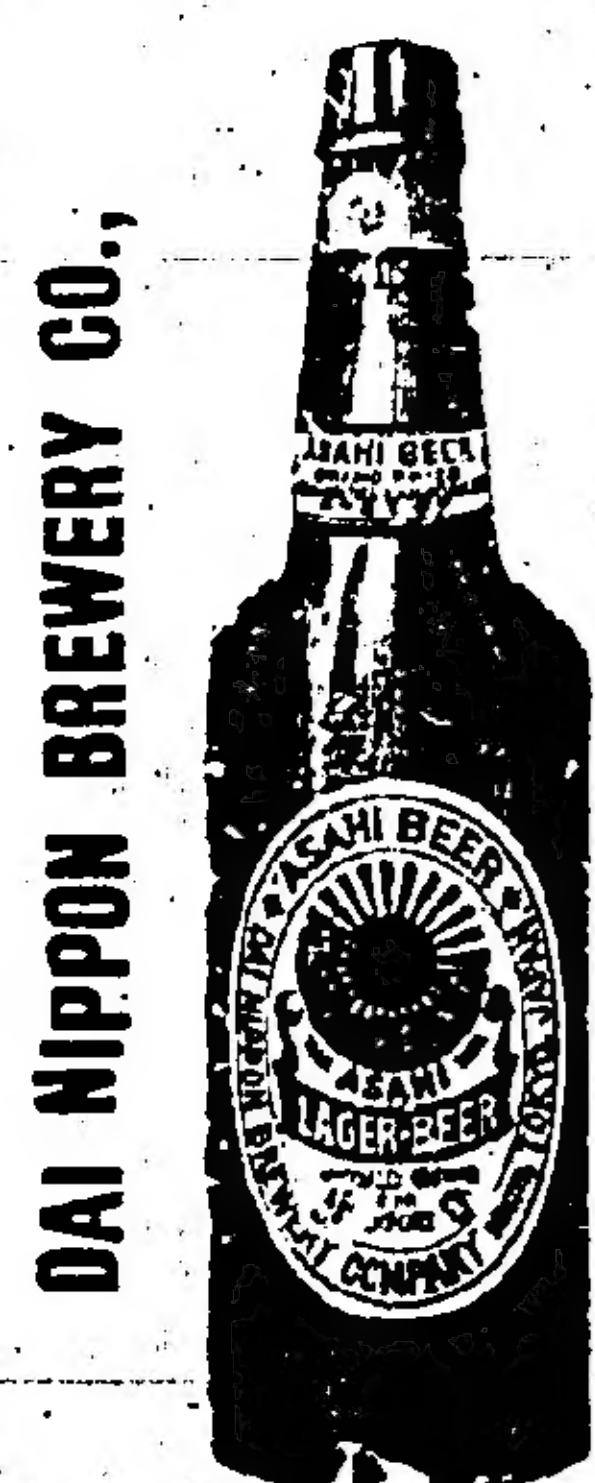
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Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application
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Hongkong, June 11th, 1913.

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J. H. TAGGART, Manager.

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FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.
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Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European Planer meets Sunnara.
P. O. FEUSTER, Manager.

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A first-class and up-to-date Hotel, most central location, within the vicinity of all the principal Banks
Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European
Superior.
A first-class string Orchestra renders selections from 3.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for shipping people.
For further particulars apply—
MANAGER.
Telephone No. 197. Telegraphic Address "COMFORT."

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ELECTRIC LIGHTS AND LIGHTING.
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Unrivalled Position in centre of Town with "Glenid View" of the Gardens. Recently Renovated and
Refurnished. Self-contained Suites of Apartments with Private Bath-Room attached. All modern Comfort
UNDER PERSONAL MANAGEMENT OF
O. E. OWEN, Proprietor.

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INSTALLED THROUGHOUT WITH ELECTRIC LIGHT, FANS AND BELLS
DINING AND GRILL ROOM UNDER DIRECT SUPERVISION OF
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A first-class string orchestra renders selections from 3.30 p.m. to 11.30 p.m.
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Shaokwan Road. Telephone No. 907.

COLD DRINKS AND ICE ALWAYS ON HAND. MUSIC ON SUNDAYS 5 TILL
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PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1914, under new proprietorship and Management. The
Hotel now offers, for Residents and Tourists, excellent accommodation. Large dining room facing the sea.
It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect.
Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, Electric Light and Fans
Private and Public Bar and Billiards. Terms Moderate. For further information apply to
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Our bread is made from the Best Quality Flour only and can be obtained and orders taken at
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Comprode, Haiphong Road, LIM KEE Comprode, Haiphong Road, KWONG YUEN MOW,
Comprode, Haiphong Road, LEE KEE Comprode, Haiphong Road.
Orders may be left with the above for any of our products. We put up absolutely the Best Tins
and Dishes—a new Menu for each Meal. Price one Dollar Each, or 30 Meals for \$30.00 good for any
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We guarantee everything put up and sold by the Alexandra Cafe to be of first Class Quality. Try
our own make Pork Sausages and Pork Pies. Pure Java Coffee Roasted and Ground Daily and put up in
1 lb. Tins at 10 cents. We give you a Splendid Cup of Liquid Tea. Minerals and soft drink of every
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Just give us a Trial and you will be more than Satisfied.

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with caustic potash in strong iron box. Minimum use of
materials. May be charged a thousand times without
lowering its efficiency; may be charged and discharged
in minimum time and to its full extent without
injury. May be kept unloaded for any length of time
and is absolutely safe from self-discharging when
left even a longer time loaded and out of use. Salt
water has no injurious effect on the accumulator.

An ideal accumulator for any kind of lighting or ignition device.

A LARGE ASSORTMENT OF ACCUMULATORS AND CELLS

AND A FRESH SUPPLY OF

THE "WIFE" LANTERN

AN ELECTRIC ACCUMULATOR HAND-LANTERN (SWEDISH MAKE)

HAS JUST ARRIVED.

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CHEMISTS & DRUGGISTS

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The enemy firms which manufacture Nerve Strengthening Food are at
last to be wound up under the Trading with the Enemy Act. Now if
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English firm.
WE SELL SANAPHOS.
AN ENTIRELY BRITISH PRODUCT—prescribed by the highest
medical authorities. An ideal summer tonic for reconstructing the
worn nerve tissue. We can recommend it.
Price \$2.50 per bottle.

GENERAL NEWS.

Visiting Bernese.

Dr. Victor G. Heiser, who holds
the appointment of Director for
the East under the International
Health Commission, arrived in
Jemelon on July 6. He took up
his headquarters in Government
House and in company with the
P. M. O. has visited several of
the West Coast Estates, penetrat-
ing as far as Sapong. Dr. Heiser's
present work is the eradication of
malaria, which he believes
is possible in North Borneo. The
B. N. B. Herald understands that
Dr. Heiser has made several im-
portant proposals and recom-
mendations to H. E. the Governor
with respect to the work which
is contemplated.

Intern or Deport?

London July 3.—The inter-
ment or deportation of all enemy
aliens, naturalised or otherwise,
was demanded in a resolution
carried unanimously at a meeting
on Tower Hill to-day. While
British prisoners were being ill-
treated in Germany, said Mr.
Lindsay Johnson, Downing Hall
was becoming a "drinker's pa-
dise." He hoped also that steps
would be taken similar to those
in France, where it had been
decided that no Austrian or Ger-
man-born person should ever
again set foot on French soil.
"We are going to have no German
Ambassador here in future," he
declared.

Palace of Pharaoh.

Pharaoh's palace has been found,
says a despatch from Philadelphia
dated July 9. It was dug out of
the depths of Egypt's earth early
this year, and in it was found a
museum much the same as a 20th
century museum, as well as a
magnificent throne room, one simi-
lar to that in which Moses and
Aaron confronted the Pharaoh,
demanding that the people of
Israel be permitted to go. It is
possible that it is the same room.
The discovery was made by Dr.
Clarence S. Fisher, leader of the
Eckley B. Coxe Jr. expedition to
Egypt. Dr. Fisher's report has
been made public by the Univer-
sity of Pennsylvania. In the
palace relics dating from the stone
age and others from the sixth
dynasty—4500 years before the
birth of Christ—were found.

Rubber Requirements.

An American paper states:—
Allowing an average of forty-two
pounds of crude rubber for an
automobile's tyre equipment and
taking 2,250 pounds for the ton
measure, the amount of rubber
required by American-made
automobiles in 1916 will be ap-
proximately 69,000 tons, which is
36.3 per cent of the total estimat-
ed rubber production of the
world, figured at 192,000 tons.
The phenomenal condition, as
pointed out by the First National
Bank of Boston, is wholly a ten-
year development, as the Ameri-
can automobile drain on the rub-
ber supply as late as 1906 was
a negligible factor in the trade.
The rubber requirements for
American automobiles in 1906 of
1,866 tons have grown by leaps
and bounds, to 68,805 tons.

"Monte de Piedad."

Mexico has in its capital city
the "Monte de Piedad," one of
the most unique charities of the
world. It is a gigantic pawn-
shop founded more than a cen-
tury ago by the Count of Regla
with a capital of \$60,000. About
75 per cent of the value of the
pledge will be loaned. For seven
months the pledge is kept; when,
if the interest is not paid, the
article is offered for sale at a fixed
price, and after another five
months is sold by auction.
Should the auctioneer be insuffi-
ciently successful and realise for the
article a greater amount than the
total of the loan and interest the
excess is credited to the owner of
his pawn and is kept at his dis-
posal for a century, after which it
reverts to the institution. It has
been an entire success; its capital
has more than doubled, and
branches are opened both in the
capital and other cities in the
country.

For a good solid meal, a la
Carte or Table d'Hôte, with
Wines & Liquors of the Best
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THE
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(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamsham, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

DEATH.

DAVEY.—At the Government Civil Hospital on the 15th inst. Arthur Edward, aged 41 years, son of the late Oliver Davey of Bude, Cornwall. The funeral will pass the Monument at 6 p.m.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 16, 1916.

WHAT THE WAR IS DOING.

Yesterday we had something to say regarding the new social conditions which may be expected to arise in England after the war. Changes, significant in character, have already taken place, both in the social sphere and in the realm of politics. These, on the whole, have been of a healthy kind, and we venture to hope that the new conceptions of citizenship which have been engendered by the fact that the nation has been called upon to justify its very existence will find a lasting place in our national life. These fresh ideals are not the monopoly of Britain, for we find the same spirit manifesting itself among the other Allied peoples, especially in France and Russia—a spirit which, happily, is drawing the classes and the masses closer together, and enabling each to appreciate the viewpoint of the other.

But at the present moment the most striking changes which have been produced by the war are to be seen in the extent to which government in Europe is being socialized. This practical demonstration of Socialism is not confined to the Allies, for we know that Germany has very largely adopted State-controlled enterprises since she has been thrown so much on her own internal resources. Practically all the principal commodities are now controlled by "state societies" which the authorities have ordered the producers to form. These official organizations are forced to co-operate closely in production, as well as in distribution and the regulation of prices. They are also largely answerable for the handling of labour questions under Government direction. It may, in fact, be said that the relations between capital and labour have very largely occupied all the nations at war. France has practically conscripted labour and has even gone the length of taking steps to apprentice all unemployed children between the ages of thirteen and eighteen who are not attending school. This is a most admirable plan, and if it were adopted in England it would very largely solve the industrial training question to which we alluded in this column on Monday last. So far as England is concerned, we know the measures which have been taken for regulating prices, placing mines and railways under Government control and calling upon factory owners to lend their aid in the production of munitions. In a thousand and one other ways, too, the State has asserted its right to regulate production and to stimulate the output of necessities. The Government has even gone so far as to establish an official blacklist of employees in controlled establishments who leave their employment without due cause.

As to how far this process of State regulation and control will persist after the war, time alone will tell. But the lessons which have been learned during the present abnormal situation will, without a doubt, be kept in mind for the future. Government will never be the same again, we may be sure. The Socialists will point to the fact that in our time of stress we were compelled to turn to Socialism, and no-one will dispute their right to push the argument as far as they choose. But the prime fact of the situation is that the Socialism which is to-day being practised by the belligerent nations is not the revolutionary Socialism—the negation of good government—which these extremists preach. The tendency of government in recent times has been towards greater State control; the process has been hastened by the war. That is the lesson which present conditions have to teach us. And, so long as individuality and enterprise do not suffer, we can welcome the retention of much that has been taught us by the war in this respect. To extract the best that can be gleaned from all schools of political thought is wisdom.

OUR CHINESE VISITORS.

We shall look forward with more than usual interest to next year's Police Report, for we fully expect to learn from it that crime in the Colony has appreciably increased since the influx of visitors from Canton began. Owing to the amazing wisdom of our rulers, no check seems to be kept on immigration; and Chinese of all sorts are allowed to swarm into the Colony at their own sweet will. No police in the world could guard against the occasional entry of rogues and vagabonds into the Colony, considering the enormous numbers of strangers who are arriving by every boat, even in normal times. But it seems to us that the Hongkong police are barely given an opportunity of seeing these gentry as they land, for they rush from the river boats in dense crowds and, before any kind of observation of this human cargo can be taken, it has dispersed to the four quarters of the city. In every such crowd we may take it that there are one or two individuals who are either "wanted" by the Chinese Government or else who are returned deportees. Obviously what is needed at every wharf is a turnstile system, whereby each new arrival would have to pass under the scrutiny of the police.

THE TURNSTILE SYSTEM.

Of course we do not claim that such a system would entirely defend the Colony against the inroads of undesirable, but it would certainly give the police and the sanitary authorities considerably more control over criminals and persons suffering from communicable diseases than they have at present. Such an arrangement need not entail an undue waste of time. The system of making everyone pass through a turnstile is in use on all the ferry wharves on the Cheshire side of the Mersey, from Birkenhead to New Brighton—albeit not for the same reason as that above suggested—and thousands of persons pass through by the morning and evening boats without inconvenience being caused to anyone. And even if a little delay should be occasioned, that would be better than the present hopeless lack of check. In cases where the police felt that further enquiry was necessary it would be quite easy to divert the suspect into a side channel for ultimate examination. At present the police, keen and conscientious in the carrying out of their duties though they undoubtedly are, are bound more or less to work in the dark and to rely on chance. If they are to be of real assistance to the Government the Government must lay itself out to assist them.

"Recommended!"

Yesterday we published one or two questions and answers that recently arose in the House of Commons in relation to the employment of two Hungarians and a German in the Russian Bank for Foreign Trade in London. On Mr. Peck's asking as to the nationality of the gentlemen and the nature of their employment, Mr. Samuel blandly admitted that they were alien enemies and that the German, Schneider, "had to handle documents regarding the shipments of munitions to Russia." The Russian Embassy had recommended that he was indispensable to the Bank. He had been "recommended" for repatriation and the two Hungarian persons had been "recommended" for internment.—This is the kind of foolery that makes one wonder how on earth it is that the people at home have not risen in a body and demanded the dismissal of such Ministers as Mr. Samuel and company. We would be the last to wish to see the least shadow of discourtesy offered to our grand allies the Russians; but it was the duty of our Government to consult the wishes of its own people where Schneider was concerned, before considering the convenience of the Russian Bank. Our army and navy have suffered so terribly from the second-rate acts of German spies, that to leave a single alien enemy at large—particularly where he has power to handle official documents—is an act of criminal folly and treason. We should hear with the liveliest satisfaction that some of our pro-German officials at home had been sentenced to a lengthy term in Wormwood Scrubs.

DAY BY DAY.

THE POOR OFTEN REPAY HOSPITALITY BETTER THAN THE RICH. FOR GOD HIMSELF HOLDS THE PURSE-STRINGS.

The Weather.
At the Peak 8 a.m. Temp. 77; fine. (1915, 75 clear.)
Lower level 8 a.m. Temp. 84; fine. (1915, 85 clear.)

The Mails.
American, Canadian and Siberian Mails.—Closed per a.s. Shinyo Maru at 11 a.m. to day.
Siberian Mail.—Closes per a.s. Sinkiang at 3 p.m. to-morrow.
The Dollar.
The opening rate of the dollar on demand to-day was \$2.19-10d.

To-morrow's Anniversary.
To-morrow is the second anniversary of the transfer of the Belgian Government to Antwerp (since transferred to Havre).

Chamber of Commerce.
We have received a bound copy of the report of the General Committee of the Hongkong General Chamber of Commerce for the past year, which was presented to the members at the annual meeting held on March 28 last.

Jewellery Theft.
A large jewellery theft was reported to the Police on Monday by the occupier of 29, Caine Road. The jewellery stolen was valued at \$2,900, and this has now been recovered, together with \$2,043 worth of jewellery not reported missing. A man has been arrested in connection with the affair, and he was formally charged at the Magistrate's court this morning. The case was remanded till Monday.

Corrosive Fluid.
The occupants of two different floors at 38, Aberdeen Street, have had a quarrel, and one of the parties, seeking to get satisfaction, secured a quantity of corrosive fluid and threw it over a lot of clothes which were hanging on some bamboo poles to dry. The damage caused is to the extent of about \$10. When charged at the Police Court this morning, before Mr. J. R. Wood, the defendant was sentenced to six weeks' hard labour and ordered to pay \$10 compensation, or undergo another month's imprisonment.

TENNIS TOURNAMENT.

Entries for Hongkong C.C. Event.

For the men's doubles tournament which has been organized by the Hongkong Cricket Club, an excellent number of entries has been received and as a result some extremely interesting games are anticipated. Games will commence on Saturday, and the second round is to be completed a week later. The following is a list of the draws, together with the handicaps:—

First round.—F. W. Cary and N. E. Kent (owe 15-4) v. R. Kennedy and K. Longmire (rec. 15). J. G. Glaston and J. Franks (rec. 3-6) v. F. Vanderwal and J. Jonckheer (rec. 3-6). Capt. Milner Jones and Col. Crisp (owe 15-2) v. W. G. Worcester and G. A. Hastings (owe 2-6). D. G. Chessman and S. E. Walker (rec. 3-6) v. W. Hoogerwerf and H. Weyler (rec. 4-6). A. C. Leith and H. G. Hegarty (rec. 4-6) v. J. Sialker and E. Abraham (owe 3-6). H. E. Muriel and C. F. Malby (owe 5-8) v. M. M. Mass and L. N. Murphy (owe 15-2).
Second Round.—The following have drawn byes in the first round:—J. A. Ridgway and P. R. Cassidy (rec. 2-8) v. A. G. M. Fletcher and P. P. J. Wodehouse. W. J. Hodge and J. M. Walker (rec. 2-6) v. S. E. Green and C. L. Cooper Hunt (owe 30). F. Bevington and W. E. Clark (scratch) v. F. W. Cary and N. E. Kent (owe 15-4), or R. Kennedy and K. Longmire (rec. 15). O. Ritter and G. Sewell (scratch) v. H. E. Muriel and C. F. Malby (owe 5-8). M. M. Mass and L. N. Murphy (owe 15-2). A. A. Claxton and E. P. Thursfield (scratch) v. C. Thorne and J. R. Wood (owe 3-8). R. A. Brand and C. Miskin (owe 4-6) v. J. McDonald and W. J. Morrison (rec. 2-6).

JUTLAND AND THE GERMANS.

The Damage they Really Suffered.

On July 13, the Daily Telegraph's special correspondent at Rotterdam sent the following interesting message:—

From reliable sources I have received information proving conclusively how tremendous was the punishment inflicted on the German fleet in the Battle of Jutland. Without purporting to give a complete list, I am able to state that the following fifteen men-of-war are at present repairing at various yards.

Battleships of the Dreadnought type—König, Grosser Kurfürst, Markgraf, Kaiserin, and Kaiser. Older battleships—Rheinland and Hessen.

Battle cruisers—Seydlitz, Moltke, Derfflinger, Von der Tann. Light cruisers—Regensburg, Statin, Köln, and Frankfurt.

It has also been stated that the Stuttgart and München are likewise repairing, but of this I have no confirmation. In itself, however, the list of great ships named is sufficient to show how nearly the German fleet escaped annihilation. It was, indeed, a boaten and a broken fleet which, under cover of mist, found its way to its Wilhelmshaven lair. There is no question of the ships I have named being in the yards merely for overhauling. Every one of them was more or less battered by the British guns, and it will be months before most, if any, will be ready again to seek another such disastrous "victory" as that of June 1.

As far as the Dreadnought battleships are concerned, no information as to the extent of the damage done has reached me, but in the cases of all the others it may be accepted as very great. The battlecruiser Seydlitz is practically a wreck. It is quite true, as has been stated, that she either ran ashore on the German coast or perhaps sank at high tide in very shallow water. She has, however, been salvaged, or, rather, what was left of her. Apart from the damage sustained when she went aground, it is little less than a miracle that she did not sink on the high seas from the effect of the gunfire. Of the whole superstructure there is nothing left. In the literal sense of the term her decks were swept clean.

Squadron Smashed Up.

It is clear that the whole of the First German Battle-Cruiser Squadron which took part in the opening phase of the battle narrowly escaped the fate of the Latvian. It comprised six ships, including apparently the older and smaller Von der Tann. Only one is unaccounted for with the Latvian at the bottom of the sea, the Seydlitz a battered hull, and the Derfflinger, Moltke, and Von der Tann badly damaged. Where is the sixth? Admiral Jellison's list of the enemy's losses mentions a battle-cruiser as among the ships seen to be so severely damaged as to render it extremely doubtful if they could reach port. So far as I can discover the sixth unit of the First Battle-Cruiser Squadron is not in any of the repairing yards. It would be very remarkable if this ship escaped undamaged whilst the other units in the squadron were so badly mauled. I think the inference is clear that this is the battle-cruiser to which the British Admiral Commanding refers, and that his doubts as to her ability to reach port were more than justified. Although not so terrifically punished as the Seydlitz, the Derfflinger, Moltke, and Von der Tann all had the greater part of their superstructures swept away. A further interesting fact I learn about the battle is that the German Admiralty was very disappointed with the effect of their 305-mm. artillery. I understand that specifications have already been prepared for changing this part of the ships' armament. This, however, is not the reason for any of the ships I have named being in the repairing yards.

GERMANY'S HOLD ON RUMANIA.

Trade and Finance in the Hands of the Hung.

Ever since Russia's successful offensive began everybody has been watching Rumania and wondering how soon our Ally's advance would have an effect on her. The following article from the New York World explains how strong a hold Germany still has over the councils of Bukarest.

The peaceful penetration by Germany of Rumania, and the work and organization accomplished before as well as after the commencement of the war by the Germans in this country, invites the wonder and even respect of an impartial observer, if there was not a discrimination in the ways and means adopted by them to achieve their ends.

To study the Rumanian commerce, industry and finance is to know the story of German enterprise, German work and German initiative gaining the mastery everywhere and in every walk of life.

Since 1860, when a Hohenzollern Prince was put on the Rumanian throne, until the present day, Germans have gradually immigrated and settled here in large numbers. In the city of Bucharest alone the number of German residents is over 20,000, while in other Rumanian cities there are not less than a further 50,000. To these must be added 240,000 German-speaking Jews, who are always the forerunners of German interests and German propaganda. They hold the most valuable properties and estates in the capital and in the other large cities, as well as rich and fertile lands in the Dobruja district.

As everywhere in other countries, in Rumania also, German official and unofficial agents have spared no efforts or means in their endeavours to increase their influence and to multiply gradually their enterprises and commerce. While England and France together have only ten consular representatives in the country Germany and Austria are represented by 25 consular agents. As to non-official, commercial attaches and agents there can be no comparison, as the Germans alone have several scores more than their adversaries combined. They have also a chamber of commerce in the city of Bucharest, while the French and English have no such thing in this country.

The country's commercial, financial, economic, social, educational, hygienic, and many other phases are thoroughly studied and reported on from time to time. Anyone interested in Rumanian affairs is obliged to refer to the German reports.

With such an organization and the knowledge resulting from it, the Germans, with their low-priced goods, "made for the Orient," and long-period easy-payment system, became the predominant masters of the Rumanian market, thus importing goods annually to the amount of about \$5,000,000 (during 1913) from Germany, out of a total of \$9,520,000 of general Rumanian imports.

In order to maintain their commerce the Germans opened many banks and established many industrial houses, and by hard competition and various devices became the owners of part of the petroleum mines.

Control of Petroleum Field.

From 1895 to 1900 the German capitalists, supported by German diplomacy, strove their utmost to become the sole masters of the entire petroleum field. In this endeavour they had two points in their minds one was economic the other political. At that time Germany had already concluded a secret political alliance with Rumania, and she was planning to secure the supply of her needs of petroleum in case of war, as she knew well that Russia would side with her enemies; and that she would not be able to get very much material from the United States, owing to the English blockade; so it was her endeavour to have the Rumanians as her allies, with the petroleum fields under German ownership, she could supply provide her wants. The only serious

OPIUM SMUGGLING.

Three More Heavy Fines.

Several cases of opium smuggling were before Mr. F. A. Haselard, at the Police Court this morning.

In the first case, Sergeant Clark told His Worship that he boarded the s.s. Knight Companion, which had arrived from Glasgow, via Cape Town. He saw the defendant hauling something out of the tank at the aft end of the ship and this was found to be opium. Witness went down into the tank and altogether there was found 100 lbs. of raw opium and 45 tins of prepared. Some of it was hidden under six inches of cement and had to be hacked out. The Police had received information that it had been put on board at Glasgow. Defendant said he was asked to haul the opium up for somebody else. A fine of \$4,000, or six months' imprisonment, on both charges was imposed—\$8,000 in all, or 12 months.

A female searoker on one of the wharves early this morning found eight tins of opium concealed on a woman, who, when charged, said "My father is very poor. He is 80 years old and I was taking it home for him to smoke." A fine of \$800, or three months, was imposed.

Another case was that in which a woman was charged with having 17 tins in her possession. The drug was found concealed in a cloth which the woman was carrying. She was on board the s.s. Haitan as the boat was about to leave yesterday. A fine of \$1,000, or four months, was imposed.

Before Mr. Haselard, Sergeant Cooke applied for the confiscation of 1,168 tins of prepared opium, valued at \$11,680 which was seized on board the s.s. Haldia on Monday. The drug was found in the bosun's room. His Worship ordered the confiscation.

PROMISSORY NOTE CASE.

The case was concluded in the Summary Court this morning in which a claim was made by the Tung Yuen firm, of 79, Main Street, Kowloon City, against the San Chuen firm of 76, Main Street, for \$332 40, being amount of principal and interest due for money lent under a promissory note.

Mr. Otto Kong Sing appeared for the plaintiffs and Mr. P. W. Golding for the defendant.

Judgment was given for plaintiffs.

competitors that appeared in the field were the Americans, but the Germans by their diplomacy drove them off.

Almost all the electrical works in the capital and in the provinces are in German hands. The Fernie Iron Works, the port foundries and the shipbuilding and repairing at Galatz are owned by the Krupp Company. Almost all the companies that manufacture cloth, cotton, cement paper, and many other industries, as also the wood exporting trade, are in the hands of the Germans. If you add to these the Austrian and Hungarian enterprises, you will have an approximate idea of what the so-called Rumanian industry consists of.

With German commerce and industry predominating in Rumania, it is natural also that German finance should have made some headway in order to make the Rumanian dependence on Germany still more complete. Out of \$60,000,000 of Rumanian public debt, about \$32,000,000 have been borrowed from the Berlin banks, and to-day the State of Rumania is paying \$8,000,000 interest and annuities to the Germans. As most of the capital borrowed in Germany has gone to pay for war and other materials manufactured in Germany, not a cent has entered the country, and, as a Rumanian puts it, the payment of these millions is an annual tribute paid to Germany.

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph"]

THE FIGHTING IN CANTON.

(To the Editor of the Hongkong Telegraph.)

Sir,—I should like to know why the Chinese Maritime Customs at this Port allow General Luog's gunboats to moor off the Western end of Shamone, which is within the Harbour limits, and fire into General Luk's forces from this position, thereby drawing Luk's fire on to them, which causes many stray bullets to hit houses etc. on the Settlement, thereby endangering the lives of the inhabitants. Several Chinese have already been hit, and the same thing might easily happen to any European.

Perhaps the Harbour Master and/or the Commissioner might not be aware that these gunboats are within the Harbour limits, and if they do know, they might be so obliging as to explain why they allow these gunboats to wage war within the Harbour limits.

Yours etc.

"BULLET."

Canton, August 15, 1916.

OBITUARY.

Lieut. Commander A. E. Davey, R. N. R.

With deep regret we record the death of Lieut. Commander Arthur Edward Davey, R. N. R., which took place yesterday. Deceased had been in indifferent health for a year or more, but a week ago his condition became such that he was ordered into the Government Civil Hospital for treatment of a tumor. He rapidly grew worse, and passed away as stated.

The late Mr. Davey had had a long connection with the East, more particularly with Hongkong, and in his work at the Harbour Office he was most popular with the shipping community. He was educated and trained on H.M.S. Conway as a cadet, and then took a position as officer on one of Messrs. Butterfield and Swire's boats, when he first became known in the Colony. He was born in Cornwall in May, 1875, and it is to be regretted that a career so full of promise should be ended comparatively so early in life. On August 17, 1907, deceased took up duty with the Harbour Office as Acting Boarding Officer, and vacated the post on April 23, 1915, for that of Acting Assistant Harbour Master. In August of the same year he was appointed first Boarding Officer, and later he succeeded Mr. Jones as Acting Assistant Harbour Master, which position he occupied at the time of death.

Deceased was a very ardent sportsman, and took especially keen interest in shooting and golf. He was, in fact, one of the best shots in the Colony, and often spent whole days duck shooting etc. He was a member of the Royal Hongkong Golf Club. He will be greatly missed both in official circles and by a large circle of friends by whom he was held in the highest esteem and respect.

The funeral takes place this evening, passing the Monument at 6 o'clock.

Netherlands Trading Society.

The general balance sheet and profit and loss account of the Nederlandsche Handel-Maatschappij (Netherlands Trading Society) to December 31, 1915, show that the net profit amount to £5,941,408.92 (£495,117), out of which, after providing for the statutory reserve to the extent of £888,281.74 (£57,257), a dividend of 10 per cent. has been declared. A further issue to shareholders has been made of 5,000 new shares of £1,000, which were paid for on February 15, 1916. The total paid up capital has thus been increased to £55,000,000.

COMPANY MEETING.

The United Asbestos Oriental Agency, Ltd.

Mr. S. H. Dodwell (Chairman) presided at the 20th ordinary general meeting of the above Company, held at the offices of Messrs. Dodwell and Company (General Managers) yesterday.

There were also present Messrs. G. Morton Smith, T. G. Weill, A. Denison and G. R. Edwards (Secretary).

The Secretary having read the notice convening the meeting. The Chairman said:—Gentlemen.—The report and accounts having been in your hands for some time I will, with your permission, take them as read. The result of the year's working I trust you will consider satisfactory, showing as it does an increase in profit on trading of some £7,000 as against last year, and enabling your General Managers to recommend the payment of a dividend slightly in excess of that paid during the last three years.

You will notice that it has been considered advisable to set aside \$5,000 towards the cost of a new launch. Our present launch is over 20 years old, and as it will probably be necessary to order a new one in the near future, I feel sure you will agree that this is a prudent step to take. Roofing contingency account has been increased by \$1,500, and now stands at \$5,000, which amount I hope it will not be necessary for us to further increase. The value of the stock is a good deal less than last year, and, as usual, has been very carefully checked by the Superintendents, and ample allowance made for depreciation. The cash in current account and on fixed deposit is large, but since the end of the financial year a portion of your surplus funds have been invested in the shares of first-class local Companies so as to obtain a somewhat higher rate of interest. I do not think, gentlemen, the report and accounts call for any further explanation from me, but before moving their adoption I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

There being no questions, the Chairman moved, and Mr. Denison seconded, the adoption of the report and accounts as presented.

—Carried.

Mr. F. Maitland was re-elected auditor, at a remuneration of \$200, on the motion of Mr. Morton Smith, seconded by Mr. Weill.

The Chairman announced that dividend warrants were ready and could be obtained on application.

LIGHT BEER ORDER.

Sale in Future to be Allowed All Day.

London, July 4.—The Central Control Board (Liquor Traffic) this afternoon issued the following:—

Light Beer Order.—The object of this Order is to give extended facilities for sale of light beer containing not more than two per cent. of proof spirit. Such beer is not technically "intoxicating liquor" if brewed outside a brewery, but is "intoxicating liquor" if brewed in a brewery.

The Order does away with this anomalous discrimination, and permits light beer to be sold on week days from nine o'clock in the morning until the evening closing hour proscribed for any given area.

Houses which avail themselves of this permission are required to close for all purposes in the evening at that hour at which they now must close for the sale of intoxicating liquor. They are also required to give seven days' notice to the police of the intention to avail themselves of the Order.

The Order in no way affects existing Sunday arrangements, and, except for the extension of hours, the sale of light beer is subject to all the conditions of the Order in force in that area.

Globe.

INWARD BOUND FROM FRANCE.

Hospital Ships at Southampton.

Behind us (writes a special representative of the Press Association), the spreading south-country town, its lights subdued and infrequent, from deference to the exigencies of war. Nearer, the port and port railway stations of Southampton. About us the severe utilitarianism of well-ordered docks, threaded by shining lines of railway. Before us the silken stretch of Southampton Water on a summer's night, with gleaming lights of many colours reflected each one hundred-fold and more in the quiet water.

Across the Channel, there in France, great things are towards. A bloody and historic development in the greatest war the world has ever known, is roaring and reverberating hour by hour towards its climax. Men by the scores of thousands are at one another's throats; guns of all calibres, not in batteries, but in thousands, are filling the very heavens with their awful din, and the air with their rending messages of destruction and death. History is being made with a forcefulness, a frightfulness never dreamed of by Napoleon. Here behind us is the immortal secure quietness, the green and peaceful calm of our island home.

Out of the summer night from seaward comes a great white ocean liner, brilliantly lighted, and bearing upon her gleaming sides the great Red Cross of mercy and healing, which to all peoples on earth, with the sole exception of the Huns, means sanctuary, an unfailing passport, a guarantee of inviolable security. The big white ship has the lines of a yacht; and as she glides towards us through the stilly, darkling water with its myriad reflections, one sees that she is handled with smooth and easy precision. She glides of her own easy volition to her own precise moorings. The whole thing is so gracefully British; the whole place is very much in commission. Two huge covered-in gangways roll silently to their appointed places spring smartly to attention, salute, and hook themselves on to the ship. It looks like that. A silent army of stretcher-bearers advance from nowhere, in extended order.

A few yards away across the shed stands the first of the waiting hospital trains, bound for Edinburgh. So the Scotlies will come first. They have farthest to go. Before ever we sighted the ship they knew all about this, just as we did, having the number of their section. Throughout system works, and works like a charm.

And so the tale goes on, and the trains fill, gliding out, one after another, with marvellously little loss of time, and no hitch of any kind. Medical officers and nurses are sitting to and fro. No orders are given. The whole wonderful process is automatic. To and fro, to and fro, unceasingly the rubber-shod stretcher-bearers—90 of them—are carrying, and the deftness of them is amazing. The patients are tired, but they are mostly cheery and jolly, even when their faces twitch from pain.

More than five hundred hospital ships they have met in these docks, and always their hands are full of chocolate, cigarettes, postcards, matches, and things that soldiers want. Always cheery and practical, never in the way, these ladies waste not a minute, and shed a radiant light of homely, kindly, sensible good cheer wherever they go.

Some few cases are not for the trains at all, but for local hospitals, or for Netley. Motor ambulances are in waiting for these, all supplied by local generosity, and among them some of the most ingeniously well-fitted in England.

The Hampshire Automobile Club has had as many as 80 cars out at one time, all steered by voluntary drivers, day and night alike; it is good work this.

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST NEW ZEALAND TABLE BUTTER.

SOLE AGENTS—

THE DAIRY FARM CO., LD.

NORTH BRITISH

AND

MERCANTILE

INSURANCE CO.,

in which are vested the shares of

THE OCEAN MARINE

INSURANCE CO., LTD.

AND

THE RAILWAY PASSENGERS ASSURANCE CO.

The Undersigned AGENTS for

the above Company are prepared to

ACCEPT RISKS against

FIRE at Current Rates.

SHEWAN, TOMES & CO.

Agents.

Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

AGENTS.

SAKURA BEER



SOLE AGENTS:—

SUZUKI & CO.

TEL. 468

ALEXANDRA BUILDING.

A CHEEKY COOLIE.

European Lady Assaulted.

A night-soil coolie was summoned at the Police Court, before Mr. F. A. Hazeland this morning, for assaulting Mrs. Frost, of 1, Kimberley Villas, Kowloon.

Mrs. Frost gave evidence to the effect that they had had a great deal of trouble with this man. He had been coming very late and was not clean. She had occasion to correct him yesterday morning and he became very abusive, grabbed her by the arm and struck her on the head with a bucket. Defendant's story was that he was kicked.

A fine of \$10, or a month, was imposed.

PASSENGERS DEPARTED.

Per s.s. AKI MARU, sailed from Hongkong, for Australia, on 15th Aug.

Allen Miss Gamhage Mrs A C

Allen Master Hall

Allen Mr & Mrs S Herliot WT

Bartley Mr & Mrs Humphreys CB

Burns Mr & Mrs Kent H

Brook C M Lavare C

Burnett J Lester J H

Callins Miss L L Martins H C

Callins Mr & Mrs Noronha Mr & Mrs

B M J M

Callum Dr W G Pett

Carleton G G Platt Miss O E M

Coleby T J Richards Miss D

Cox Mr & Mrs A G Roddis L H

Drake Miss F M Sandilant H

Drake Mrs G E Scanlon Miss H M

Fisher Miss Sleep Mr & Mrs J J

Forster J Woods

Forster J Woods

Forster J Woods

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Forster J Woods

Forster J Woods

Forster J Woods

Forster J Woods

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Forster J Woods

Forster J Woods

Forster J Woods

TO-DAY'S

ADVERTISEMENTS.

PUBLIC AUCTION.

HUGHES & HOUGH.

THE Undersigned have received instruction from the Liquidators of CHS. J. GAUPP & CO. to sell by Public Auction, on

TUESDAY, the 22nd August, 1916, commencing at 10.30 a.m. to 12.30, continuing at 2.30 p.m., on their

Premises, Alexandra Buildings, Chater Road,

Fittings and Furniture, comprising:—

Show Cases by Sage, London. Counter.

Plate Glass Window Fittings. Double Dial Show Clock.

Diamond Scale. Desks; Filing Cabinets; Watch-

makers' Work Desks; Watchmakers' and Jewellers' Tools and Repair Material;

Remington Typewriters No. 10, Also

Sundry Lots, Large Jewellers' Safe by Chubb, London; &c., &c.

(Full Particulars from Catalogue.) On view from 19th August.

Catalogues will be issued. Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th August, 1916.

WANTED.

WANTED.—Competent Stenographer and typist requires Situation. Reply to "P.C." c/o "Hongkong Telegraph."

WANTED.

WANTED.—RUNNER for HARBOUR WORK. Good Position for suitable man. Apply by letter with references to "P.C." c/o "Hongkong Telegraph" Office.

SPECIAL DISPLAY

of

"SUMMIT" AND "ARROW"

SHIRTS

for all occasions.

SEE WINDOWS AT

MACKINTOSH & CO., LTD.

Men's Wear Specialists, 16, DES VŒUX ROAD.

NEW

COLUMBIA RECORDS

BY

Y S A Y E

(The Famous Belgian Violinist)

36520 — CONCERTO IN E MINOR (MENDELSSOHN)

36514 — SCHERZO VALSE ... (CHABRIER)

7102 — HUMORESKE ... (DVORAK)

7103 — AVE MARIA ... (SCHUBERT)

7106 — HUNGARIAN DANCE NO. 5 (BRAHMS)

THE ANDERSON MUSIC CO., LTD.

6, DES VŒUX ROAD, TEL. 1322.

WM. POWELL, LD.

Telephone 346.

NEW CONSIGNMENT

OF

SHIRTS

FOR

Day or Evening Wear

SMARTLY DESIGNED—PERFECT IN FIT.

3 NEW Collars

"PERFECT."

A double collar PERFECTLY CONSTRUCTED allowing PERFECT FREEDOM for the tie.

SEND FOR SAMPLE HALF DOZEN.

CLIFFORD WILKINSON'S TANSAN

IN FULL SWING



THE ONE AND

ONLY MEDICINAL

WATER FOR ATHLETES

SOLE AGENTS:—

CANDE, PRICE & CO., LTD.

Tel. No. 135.

6, Queen's Road Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji, Kobe and Yokohama	MALTA Capt. C. C. Talbot R.N.R.	daylight 15th Aug.	Direct Service.
LONDON via Singapore, Penang, Cebu, Port Said & Marseilles	SOMALI Capt. L. D. Pinckney	3 p.m. 15th Aug.	Direct Service.
L'DON, B'bay via S'pore, Penang, Cebu, Port Said & Marseilles	NORE Capt. D. Asbury	noon 25th Aug.	Connecting at Colombo with Mail Steamer MOULTAN.
SHANGHAI, Moji, Kobe and Yokohama	NAMUR Capt. A. Collyer	about 27th Aug.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office, Hongkong, 15th Aug., 1916.

E. V. D. Parr,
Acting Superintendent.

CANADIAN PACIFIC
OCEAN SERVICES

TRANS-PACIFIC LINES
QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver in connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.
Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPEROR OF RUSSIA and EMPRESS OF ASIA
16,850 tons (Gross Register, Quadruple Screw, Speed 21 Knots.)

Largest and most luxurious ships on the Pacific.
SAILINGS FROM HONG KONG (subject to change):
EMPEROR OF RUSSIA 6 Sept. EMPRESS OF RUSSIA 1 Nov.
Monteagle 8 Sept. Monteagle 7 Nov.
Empress of Japan 20 Sept. Empress of Japan 15 Nov.
EMPEROR OF ASIA 4 Oct. EMPRESS OF ASIA 29 Nov.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to
P. O. SUTHERLAND,
General Agent, Passenger Department,
Hong Kong.

J. M. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Shirala," tons 5,506, Capt. Terry, will be despatched for Shanghai, Kobe & Moji on the 24th Aug.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Aug. 8, 1916. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For LONDON City of Norwich 5th Sept.
Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,
General Agents,

or to BEISS & Co., Canton
Hongkong, 3rd Aug., 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination	Steamers	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife, and SEATTLE via Keelung, S'hai, Moji, Kobe, Yokohama, and Yokohama	Atsuta Maru Capt. Itano T. 11,000 Hitachi Maru Capt. Tomimaga T. 13,500 Yokohama Maru Capt. Shinohara T. 12,500 Sado Maru Capt. Asakawa T. 12,500	SUN., 20th Aug. at 11 a.m. THURS., 24th Aug. at noon. FRIDAY, 18th Sept. at 4 p.m. TUES., 19th Aug. at 4 p.m.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Saki Maru T. 12,500 Capt. K. Yoshikawa Tango Maru Capt. S. Takano T. 13,500	TUES., 15th Aug. at 4 p.m. TUESDAY.
CALCUTTA via S'pore, Penang & Rangoon	Kirin Maru Capt. Sasaki T. 8,000	FRIDAY, 18th Aug.
BOMBAY via S'pore, Malacca & Cebu	Rangoon Maru Capt. Hori T. 8,000	WEDNESDAY, 23rd Aug.
SHANGHAI, Kobe and Yokohama	Tosa Maru Capt. Sakamoto T. 10,000	SUNDAY, 20th Aug.
SHANGHAI, Moji and Kobe	Penang Maru Capt. Kishibiki T. 8,000	FRIDAY, 18th Aug.
NAGASAKI, Kobe and Yokohama	Nikko Maru Capt. Takeda T. 9,600	SUN., 10th Sept. at noon.
SHANGHAI, Kobe and Yokohama	Kilano Maru Capt. Cope T. 16,000	FRI., 25th Aug. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, S'pore, Panama and Colon	Tokiwa Maru Capt. Akamatsu Tons 15,000	About 1st September.
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Wireless Telegraphy. NIPPON YUSEN KAISHA.
Telephone No. 292 & 293. B. MORI, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
Shinyo Maru	22,000 - 21 knots	16th Aug. at noon.
Persia Maru	9,000 - 14 knots	21st Sept. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	4th Oct. at noon.
Shinyo Maru	11,000 - 15 knots	17th Oct. at 10.30 a.m.
Siberia Maru	18,000 - 18 knots	15th September.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc. FOR THE WORLD TICKETS issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, LIMA, VALPARAISO, THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Steamer	Tons & Speed	Leave Hongkong
Anyo Maru	18,500 - 15 knots	12th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to
K. DOI, Agent,
KING'S BUILDINGS.

JAVA-PACIFIC LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.

S.S. Araka 11th Sept. S.S. Karimoon 11th Nov.
Tijsondani 12th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPH. The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.
Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
SEPTEMBER 5 - NOVEMBER 11 - JANUARY 18, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Building, Ice House Street.

SZE YAP S.S. CO., LTD.

HONGKONG, CANTON, MACAO & KONGMOON STEAMERS.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON 5.00 a.m. CANTON TO HONGKONG 5.00 p.m.

EXCURSION TO MACAO EVERY SUNDAY.

HONGKONG TO MACAO 5.00 a.m. MACAO TO HONGKONG 4.00 p.m.

HONGKONG-KONGMOON LINE.

S.S. SHAN-LEE, CAPT. SCOTT.

HONGKONG TO KONGMOON 5.30 p.m. KONGMOON TO HONGKONG 5.30 p.m.

GOOD MEALS AND EVERY COMFORT

MANAGERS—J. C. LAM

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW/SINGAPORE	Hupah	17th Aug. at noon.
SHANGHAI	Shikang	17th Aug. at 4 p.m.
TIENSIN	Kueichow	18th Aug. at 4 p.m.
SHANGHAI	Anhui	20th Aug. at daylight.
HAIPHONG	Sungkiang	20th Aug. at 10 a.m.
MANILA, CEBU & ILOILO	Tean	22nd Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chibusa," "Taming," and "Tean." Excellent saloon accommodation, electric fans fitted, extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. "S.S. Anhui," "Chibusa," "Luchow," "Yingchow," "Shantung," and "Shikang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 35.
Hongkong 16th Aug., 1916

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave at or about	For
Tjiteroem	SHANGHAI	17th Aug.	21st Aug.	BATAVIA
Tjilidor	KOBE	21st Aug.	23rd Aug.	BATAVIA
Tjikini	JAVA & MACASSAR	24th Aug.	28th Aug.	AMOY
Tjibodas	JAVA & MACASSAR	28th Aug.	2nd Sept.	KOBE

Wireless Telegraphy.
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building. [15]

Telephone No. 1574

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
St Albans	13th Sept.	26th Aug. at 11 a.m.
Eastern	13th Sept.	4th Oct.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.,

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haitan	J. S. Thomson	TUE 3. 15th Aug. at 2 p.m.
Hailong	J. W. Evans	FRI. 18th Aug. at 2 p.m.
Hailong	W. C. Passmore	TUES. 22nd Aug. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
WEIHAIWEI & Tientsin	Chipshing	Thurs., 17th Aug. at noon.
S'PORE, Pang & Cebu	Mopsang	Thurs., 17th Aug. at 3 p.m.
SHANGHAI	Kwongsang	Fri., 18th Aug. at daylight.
HOIHOW & Haiphong	Taksang	Fri., 18th Aug. at 7 a.m.
MANILA	Yuenang	Sat., 19th Aug. at 3 p.m.
S'PORE, Pang & Cebu	Kumsang	Wed., 23rd Aug. at 3 p.m.
MANILA	Loongsang	Sat., 26th Aug. at 3 p.m.

Return Tours to Japan.

The steamers "Katsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze.

Ports, Chaofo, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Katat, Lahad, Davao, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements, are required to produce, on arrival at destination, passports with their photographs and fingerprints taken at the Straits Settlements.

For further particulars, apply to

JARDINE, MATHESON & CO., LTD.

LOG BOOK.

For the Java-Australia Service.

The Rederiaktieselskabet Transatlantic has ordered a third Diesel motor vessel of 2,900 tons 384ft. by 35.5ft. by 27.4ft., which, on a draught of 24.6ft., will have a speed of 13 knots. She will be placed in the Java and Australia service. The vessel will have three decks and five cargo holds.

Kiunkang Shipping.

For the year 1915 the total number of vessels which entered and cleared at Kiunkang was 4,065 ships of 6,881,106 tons, showing, when compared with 1914, a decrease of 217 vessels of 407,578 tons. The percentages of the total were 44.9 British, 27.5 Japanese, 23.1 Chinese and 5.4 per cent. American, Dutch, Norwegian and Russian.

After the War.

Japanese shipowners expect that after the restoration of peace a severe rivalry will take place at Shanghai and at Hongkong between the Japanese and the foreign lines. If shipping on the trans-Pacific line be much enlarged the regular liners of the Toyo Kisen Kaisha and the Osaka Shosen Kaisha will lose much of their usual business.

New Harbours in Jutland.

Some time ago the Danish Government appointed a commission of experts to draw up plans for large fishing ports on the north west coast of Jutland. The commission has just finished its labours, and among its recommendations is the construction of two ports, one at Helsing, in the vicinity of the Henshold Light Station, and the other more to the northward at Hirtshals. The latter place is also proposed as the starting point of a new steam ferry between Norway and Denmark, to serve as a connecting link in a new trade route between Germany and Norway. The estimated cost of the port of Helsing is 2,650,000, while that of Hirtshals is 2,335,000. With the construction of these two ports the Danish fishing industry will be enabled to take a considerable part in the North Sea fishery with its own motor craft which it has hitherto been unable to do owing to the lack of suitable harbour accommodation. It is also possible that the proposed new fishing boats will, in the course of time, be developed into general commercial ports. In Esbjerg, at the extreme south of the west coast of Jutland, Denmark possesses a harbour which, with appropriate extensions and improvements, has been turned into an important place for the export of Danish agricultural produce, and it is hoped that something of the same kind can be done with Helsing and Hirtshals, which, like Esbjerg, are open throughout the year.

P.N.P. Midshipmen and Promotion.

The Mercantile Marine Association has been very active in dealing with the question of the promotion of midshipmen, R.N.R., and was successful in obtaining the concession that these midshipmen who had attained the age of 20 years, who had completed twelve months' service in the Royal Navy, and were in possession of second mate's certificates, might be promoted to the position of acting sub-lieutenant (acting). The regulations, however, seem to have been misunderstood by the holders of the recently-issued second mate's certificates, who interpreted the new regulations as being sufficiently elastic to embrace them. In view of these facts the secretary of the association approached the Admiralty on the question, and has now received from the secretary of that body the following reply, which leaves no room for misunderstanding:—"In reply to your letter of the 4th inst. regarding the promotion of midshipmen, Royal Naval Reserve, who are qualified to sit for a temporary second mate certificate, I am directed by the Admiral Commanding Coast Guard and Reserves to inform you that only midshipmen who have completed the four years' service required for the full second mate's certificate can be considered for promotion."

SHIPPING



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

HOMEWARD.

For Steamer. Date of Departure.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The s.s. "s. JACOB."

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.

Next departure from Hongkong: August 25, 1916.

This vessel has excellent saloon-accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to:

Yong Building, Tel. 1574 & 1575. JAVA-CHINA-JAPAN LYN. Agents.

NOTICES.

WELLS FARGO & CO. EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. Phone No. 1500.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers
Official Agents to the Philippine Government, &c.

HONGKONG-SHANGHAI-PEKING-YOKOHAMA-MANILA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

NOTICES.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half Year ending 30th June 1916, at the rate of Two Pounds three shillings Sterling per share, is payable on and after MONDAY the 14th day of August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

BY ORDER OF THE COURT OF DIRECTORS,
N. J. STABB,
Chief Manager.

HONGKONG ICE CO., LTD.

NOTICE.

In accordance with the Provisions of No. 111 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1916, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained an application at the Office of the Company on and after TUESDAY, 22nd instant. The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 21st instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.

NOTICES.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 21st day of August, 1916, at 3 p.m. at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at The Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal, at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurements (Approximate)	Area (Acre)	Area (Square Feet)	Annual Rent	Upset Price
1. 1/2 acre	1/2	10,000	£100	£1,000
2. 1/4 acre	1/4	5,000	£50	£500
3. 1/8 acre	1/8	2,500	£25	£250
4. 1/16 acre	1/16	1,250	£12 1/2	£125

EUROPEAN QUALIFIED MIDWIFE.

MADAME ANTONESCU, Diploma (Accouchement), will attend Ladies in their own homes. Take entire charge or visit daily from August 1, 1916, Terms moderate. For full particulars apply to PEDDER'S HILL, TELEPHONE 19, 197.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Cape Town	Alstuta M.	N. Y. K.	20, Aug.
Liverpool	Euryades	B. & S.	21, Aug.
London via Cape Town	Hitachi M.	N. Y. K.	24, Aug.
London via Ports	Nore	P. & O.	25, Aug.
London	Helenus	B. & S.	27, Aug.
London via Ports	C. of Norwich	B. L. Ltd.	5, Sept.
Genoa and London	Agamemnon	B. & S.	5, Sept.
Genoa, London and Hull	Glenlogie	S. T. & Co.	9, Sept.
	Glenlogie	S. T. & Co.	16, Sept.

NEW YORK, SAN FRANCISCO AND CANADA

San Francisco via Japan	Shinyo M.	T. K. K.	16, Aug.
New York	Bolton C.	D. & Co.	23, Aug.
New York via Japan & Panama	Tokio M.	N. Y. K.	1, Sept.
San Francisco via Japan	Yama M.	N. Y. K.	1, Sept.
San Francisco via Japan	China	C. M. S. S.	5, Sept.
Vancouver via Japan	E. of Russia	C. P. O. S.	6, Sept.
Vancouver via Japan	Monteagle	C. P. O. S.	8, Sept.
San Francisco via Japan	Arakan	J. C. J. L.	11, Sept.
Victoria, B.C., & Seattle	Sado M.	N. Y. K.	19, Sept.
Vancouver via Japan	E. of Japan	C. P. O. S.	20, Sept.
San Francisco via Manila	Persia M.	T. K. K.	21, Sept.

AUSTRALIA.

Australia via Manila	St. Albans	G. L. Co.	26, Aug.
Australia via Manila	Tango M.	N. Y. K.	12, Sept.
Australia via Manila	Eastern	G. L. Co.	4, Oct.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Hoihow and Haiphong	Loksang	B. & S.	16, Aug.
Weihaiwei via Tientsin	Chipsing	J. M. Co.	17, Aug.
Singapore, Penang and Calcutta	Hopsang	J. M. Co.	17, Aug.
Shanghai	Sinkiang	B. & S.	17, Aug.
Shanghai and Kobe	Penang M.	N. Y. K.	18, Aug.
Shanghai	Kwongsang	J. M. Co.	18, Aug.
Shanghai	Protesilau	B. & S.	18, Aug.
Shanghai	Kirin M.	N. Y. K.	18, Aug.
Shanghai	Haihong	D. L. & Co.	18, Aug.
Shanghai	Taksang	J. M. Co.	18, Aug.
Shanghai	Kueichow	B. & S.	18, Aug.
Shanghai	Yuensan	J. M. Co.	19, Aug.
Shanghai	Tusa M.	N. Y. K.	20, Aug.
Shanghai	Sunkiang	B. & S.	20, Aug.
Shanghai	Anhui	B. & S.	20, Aug.
Shanghai	Titaroom	J. C. J. L.	21, Aug.
Shanghai	Tean	B. & S.	22, Aug.
Shanghai	Haiching	D. L. & Co.	22, Aug.
Shanghai	Kumsang	J. M. Co.	23, Aug.
Shanghai	Tijiliwong	J. C. J. L.	23, Aug.
Shanghai	Shirala	D. S. & Co.	24, Aug.
Shanghai	S. Jacob	N. Y. K.	25, Aug.
Shanghai	Kitano M.	N. Y. K.	25, Aug.
Shanghai	Rangoon M.	N. Y. K.	26, Aug.
Shanghai	Loongsang	J. M. Co.	26, Aug.
Shanghai	Namur	P. & O.	27, Aug.
Shanghai	Alcinous	B. & S.	28, Aug.
Shanghai	Demodocus	B. & S.	28, Aug.
Shanghai	Tjikini	J. C. J. L.	28, Aug.
Shanghai	Machon	B. & S.	30, Aug.
Shanghai	Tenshin M.	N. Y. K.	1, Sept.
Bombay via Ports	Ceylon M.	N. Y. K.	1, Sept.
Calcutta via Ports	Tijibodas	J. C. J. L.	2, Sept.
Kobe	Titan	B. & S.	3, Sept.
Manila	Nikko M.	N. Y. K.	10, Sept.
Shanghai, Kobe and Moji			

CONSIGNEES

"SHIRE" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
From SAN FRANCISCO, SEATTLE & JAPAN.

THE Steamship

"KIFUNESAN MARU"

having arrived from the above ports, Consignees of cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st August, at 5 p.m. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 21st August, at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 14th August, 1916.

CONSIGNEES.

TOYO KISEN KAISHA.
s.s. "SHINYO MARU".
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside, on 11th August, at noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all cargo remaining undelivered on 15th August, at 5 p.m.

No Fire Insurance whatever will be effected.
No claim will be recognised after the goods have left the steamer or Godown.
All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on 17th August, at 10 a.m.No Claims will be recognised if filed after the 17th August 1916.
K. DOI,
Acting Agent.
Hongkong, 9th August, 1916.

Don't forget: after the Show, Supper and Light Refreshments ALEXANDRA CAFE Open Till Midnight.

HOTEL LISTS.

HONGKONG HOTEL.

Atkinson E. L.	Hind W. B.
Anderson Athol L.	Hooper A. Shilton
Anderson G. E.	H. I. A. P.
Andrews Mrs. & Mr. Howard F. H.	H. I. A. P.
B. C.	Heller E.
Bain H. Murray	Joseph E. M.
Baring J. H.	Knoderer Dr. A. T.
Brace Capt. B.	Lauritzen Mr. & Mrs.
Bellie Mrs. E. R.	Lunfield S.
Bell C. E. J.	Macdonald Major D.
Buchanan Mrs. D.	Macdonald Major D.
Bowdler Mrs. G. H.	Macdonald Major D.
Beckinsale L.	Macdonald Major D.
Bidings S. T.	Macdonald Major D.
Conant H. A. R.	Macdonald Major D.
Courtesy G. D.	Macdonald Major D.
Croucher N.	Macdonald Major D.
Cornelin sen Mrs.	Macdonald Major D.
Clarke Mrs.	Macdonald Major D.
Dewar Capt. J.	Macdonald Major D.
Davis Mrs. F. E.	Macdonald Major D.
Douglas W. E.	Macdonald Major D.
Doig T.	Macdonald Major D.
Douglas F. S.	Macdonald Major D.
Duffy Mrs. M. E.	Macdonald Major D.
Edwards J. W.	Macdonald Major D.
Finlayson Mrs. C.	Macdonald Major D.
Fisher Mr. & Mrs. J.	Macdonald Major D.
Falconer P. J.	Macdonald Major D.
Gibb J.	Macdonald Major D.
Goulbourn V.	Macdonald Major D.
Gray Mr. & Mrs. P. J.	Macdonald Major D.
Gubbay S. M. S.	Macdonald Major D.
Gibson M.	Macdonald Major D.
Holman G.	Macdonald Major D.
Hannibal Mr. & Mrs. W. G.	Macdonald Major D.
Harper G.	Macdonald Major D.
Hicks A.	Macdonald Major D.
Hodge W. J.	Macdonald Major D.

PEAK HOTEL.

Cary F. W.	Lemmet Mr. & Mrs.
Campbell D.	Lemmet Mr. & Mrs.
Caselli Mrs. & Mr. D. C.	Lemmet Mr. & Mrs.
Carmichael Mr. & Mrs. H. F.	Lemmet Mr. & Mrs.
Carey Rev. & Mrs. T. H.	Lemmet Mr. & Mrs.
Darling Col. R. E.	Lemmet Mr. & Mrs.
Dexter W. J.	Lemmet Mr. & Mrs.
Fuller Denman	Lemmet Mr. & Mrs.
Faichie Lt. Col.	Lemmet Mr. & Mrs.
Ford	Lemmet Mr. & Mrs.
Ferreira Mr. & Mrs. P. D.	Lemmet Mr. & Mrs.
Fookes Comdr. & Mrs. C.	Lemmet Mr. & Mrs.
Goudiot Miss C.	Lemmet Mr. & Mrs.
Goudiot Mrs. E.	Lemmet Mr. & Mrs.
Griffith Rev. H. G. H.	Lemmet Mr. & Mrs.
Gascogne Comdr. & Mrs. M.	Lemmet Mr. & Mrs.
Gilman Mr. & Mrs. F. P.	Lemmet Mr. & Mrs.
Hale Mr. & Mrs. B. A.	Lemmet Mr. & Mrs.
Hazeland F. A.	Lemmet Mr. & Mrs.
Johns Mrs. T. J. R.	Lemmet Mr. & Mrs.
Kadoris E.	Lemmet Mr. & Mrs.
Lee Jones R.	Lemmet Mr. & Mrs.

KING EDWARD HOTEL.

Almond Mrs. R.	Kinsman H. C.
Bannerman G.	Lambden A.
Baker Mr. & Mrs.	Lambden Miss E. G.
Beach Mr. & Mrs.	Leaman T.
Brown Mrs. E. L.	McFawish H.
Brown Mrs. E. L.	Muchall D.
Bullen Miss M. E.	McFawish H.
Cheng Mr. & Mrs. T. S.	McFawish H.
Cuning P. R. G.	McFawish H.
Coverley Mr. & Mrs. P. R. G.	McFawish H.
Christiansen	McFawish H.
Castello	McFawish H.
Chubb S. F.	McFawish H.
Fric C.	McFawish H.
Florida Mrs.	McFawish H.
Fetterley	McFawish H.
Gregory T. N.	McFawish H.
Gunn Mr. & Mrs. T.	McFawish H.
Gardner H. H.	McFawish H.
Hammes Mr. & Mrs. S. M.	McFawish H.
Hung King Chi Mr.	McFawish H.
Jackman W.	McFawish H.
Joseph J.	McFawish H.
Jacobs L. E.	McFawish H.
John St.	McFawish H.
Johnston	McFawish H.

TO SAIL

FOR BOSTON & NEW YORK.

s.s. "BOLTON CASTLE"
Sailing hence on or about 26th August 1916.

(It is intended that the above vessel will proceed via Panama Canal.)

DODWELL & CO., LTD.
Agents.

VESSELS DUE.

Agents.	Vessel's Name.	Tonnage.	Date Due.	From.
N. Y. K.	Tosa Maru	13,000	Aug. 16	Calcutta
N. Y. K.	Penang Maru	8,000	Aug. 16	Bombay
N. Y. K.	Kirin Maru	8,000	Aug. 17	Yokohama
J. C. J. L.	Titaroom		Aug. 17	Shanghai
B. & S.	Protesilau	9,547	Aug. 18	Liverpool
N. Y. K.	K. tano Maru	16,000	Aug. 18	London
B. & S.	Protesilau		Aug. 18	Singapore
S. T. & Co.	Glenartney		Aug. 20	London
N. Y. K.	Yokohama Maru	12,500	Aug. 21	Victoria B.C.
D. S. & Co.	Shirala		Aug. 21	Calcutta
J. C. J. L.	Tijiliwong		Aug. 21	Kobe
N. Y. K.	Hitachi Maru	13,530	Aug. 23	Yokohama
J. C. J. L.	Tjikini		Aug. 24	Java
N. Y. K.	Rangoon Maru	8,000	Aug. 25	Kobe
S. T. & Co.	Alcinous		Aug. 27	London
B. & S.	Demodocus	6,742	Aug. 27	Liverpool
B. & S.	Demodocus	6,639	Aug. 27	Liverpool
J. C. J. L.	Tjibodas		Aug. 28	Seattle
C. M. S. S.	China		Aug. 29	Java
B. & S.	Machon	6,737	Aug. 29	San Francisco
B. & S.	Teresias	7,606	Aug. 31	Liverpool
N. Y. K.	Tenshin Maru	8,000	Aug. 31	Kobe
N. Y. K.	Ceylon Maru	10,000	Aug. 31	Yokohama
N. Y. K.	Tango Maru	13,500	Sept. 11	Yokohama
G. L. & Co.	Eastern		Sept. 13	Australia

NOTICE.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all parts of the commercial world.

BANKERS.
FORWARDERS.
TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS' CHEQUES—the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

MOVEMENTS OF STEAMERS.

CANADIAN MAIL.

The C. P. O. S. s.s. EMPRESS OF ASIA left Kobe on the 15th August, at 1 p.m.
The C. P. O. S. s.s. EMPRESS OF RUSSIA left Vancouver on Thursday, the 10th August, p.m.

The C. M. S. S. Co.'s CHINA left San Francisco on August 1st, and may be expected to arrive in Hongkong on August 23rd.

The s.s. SHIRALA from Calcutta left Calcutta on the 4th inst. and may be expected here on or about the 21st inst.

VESSELS IN PORT.

Steamers.

Chusang, Br., s.s. 1214, Mallock, 7th Aug.—Sourabaya, 29th July, Suez—J. M. & Co.
Shinyo M., Jap., s.s. 6374, Filmer, 9th Aug.—San Francisco, 8th July, Gen.—T. K. K.
Bustani, Br., s.s. 716, McLean, 10th Aug.—Bangkok, 2nd Aug., Gen.—Chinoise.
Canada M., Jap., s.s. 3573, Miyada, 10th Aug.—Tacoma, 11th July, Gen.—O. S. K.
Hopsang, Br., s.s. 1359, Robertson, 10th Aug.—Hoihow, 9th Aug., Gen.—J. M. & Co.
Fausang, Br., s.s. 1410, Malkin, 11th Aug.—Falgout, 7th Aug., Rize—J. M. & Co.
Lewis Hucksback, Amer., s.s. 2274, Campbell, 11th Aug.—Manila, 8th Aug., Lumber—B. D. Co.
Sangola, Br., s.s. 3316, Baker, 11th Aug.—Singapore, 5th Aug., Gen.—P. & O. S. N. Co.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.R.O. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH IN FEET	ENTRANCE ACAPATH	DEPTH OVER SLIP AT LOWEST TIDING TIME	AID OF TIDE	
				SPEAKER	SLAP
KOWLOON					
No. 1 Dock, Kowloon	100	(At low tide)	10	10	10
No. 2 Dock, Kowloon	100	10	10	10	10
No. 3 Dock, Kowloon	100	10	10	10	10
No. 4 Dock, Kowloon	100	10	10	10	10
No. 5 Dock, Kowloon	100	10	10	10	10
No. 6 Dock, Kowloon	100	10	10	10	10
WAIKONGSI					
Competition Dock	100	10	10	10	10
ASHERDEN					
No. 1 Dock	100	10	10	10	10
No. 2 Dock	100	10	10	10	10
No. 3 Dock	100	10	10	10	10
No. 4 Dock	100	10	10	10	10
No. 5 Dock	100	10	10	10	10
No. 6 Dock	100	10	10	10	10
No. 7 Dock	100	10	10	10	10
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No. 97 Dock	100	10	10	10	10
No. 98 Dock	100	10	10	10	10
No. 99 Dock	100	10	10	10	10
No. 100 Dock	100	10	10	10	10

VICTORIA THEATRE.

A GREAT PROGRAMME.

Commencing on FRIDAY 18th inst.

"THE GOLDEN SWORD-KNOT:"

A Gripping three-Reel Romance of Continental Court Life.

PATHE'S BRITISH and FRENCH GAZETTES; ALSO COMIC FILMS.

Contents of Gazettes:—The Allies' Rendezvous.—The Disturbance in Ireland.—Lord Wimborne.—Mr. Birrell the ex-Irish Secretary.—Dublin.—Sackville Street.—King George V. starts the Military Cross Country Race at Aldershot.—Bayonet Fighting.—His Majesty visits Aldershot and Inspects the Different Troops.—With the Allies in the Near East. In the Fort of Tozha, now in the hands of the British—Army Traction in Alsace, etc., etc.

SHARE MARKET QUOTATIONS.

Up to the Minute.

Banks.	b.	\$	740.00.
Douglases.	a.	\$	133.50.
Indos Deferred.	a.	\$	128.00.
Steamboats.	b.	\$	22.50.
Star Ferries.	b.	\$	36.00.
China Sugars.	a.	\$	114.00.
Laxon Sugars.	a.	\$	32.00.
Langkats.	b.	\$	26.75.
H.K. Wharves.	b.	\$	83.00.
K'loon Docks.	a.	\$	126.00.
China Prov.	b.	\$	8.60.
Ropes.	a. & b.	\$	34.50.
H.K. Tramways.	b.	\$	7.50.
Waterboats.	a.	\$	17.00.

LINT BANDAGE OUT OF DATE.

Lessons of the Jutland Battle.

According to the medical editor of the Times, the Jutland battle has taught our medical men an important lesson.

The soil of France has been blamed for the terribly septic wounds inflicted there. But bacterial life scarcely exists on the sea, and after the recent battle it was found that amputation was often necessary.

The chief concern of the surgeons has been the prevention of sepsis—that is, of blood poisoning. Two methods were adopted, representing what may be called the two great schools which had sprung up during the war—the antiseptic school and the salt solution school.

The former is the school of Lister, the latter the school of Sir Almroth Wright. It seems clear, that, broadly speaking, Sir Almroth Wright's methods gave the most generally favourable results. "When once sepsis has gained a footing continuous saline irrigation seems to meet the requirements, does away with painful dressings, and is particularly non-irritating to the injured and exposed peritoneum (sheath of the bone), which is severely destroyed by the application of antiseptics." This independent testimony from the Navy to the great work of Colonel Sir Almroth Wright is of deep interest.

Surgical Dressing "Found Out."

The greatest of these changes finds expression in certain allusions to the advantages to be gained by avoiding "painful dressings" of wounds. The battle of Jutland has thus emphasised a truth that has been plain to many doctors since Sir Almroth Wright began his work on the healing of wounds—namely, that the surgical dressing—lint bandage and wool—is out of date. It has been found out. It is a barrier to the free discharge of lymph which cleans the wound; it forms a breeding ground of germs; it sticks to the wound and dries on, and its removal is attended by great pain and often danger from bleeding; finally, it hinders the wound and is apt to destroy delicate healing processes going on in it; and it is costly.

A surgeon of great experience stated in the writer's hearing a few days ago: "I believe we shall outlive the dressing after all. I used to think that idea was Utopian, but the war has opened men's eyes."

The method of "irrigation" by saline solutions as suggested by Sir Almroth Wright is beautifully devised to afford every possible help to the healing wound. Some terrible cases of cordite burns were in the hospital at Queensberry, but recovered well. In speaking of these burns and their treatment the authors say: "We on no account apply a dressing." These views do not, of course, apply to field dressings which are protective, but to hospital dressings.

THE SITUATION IN CANTON.

General Lung's Offensive.

Apparently the present position in and round Canton may be summed up in the statement that Lung Chai-kwong, satisfied that his men and money will "hold out," is no longer acting purely on the defensive. Tired of waiting for the oft-postponed visit of Luk Wing-ting, he seems to have determined on driving off those who have laid hands on his territory, and to be more insistent than ever in his refusal to hand over his authority to anyone but Luk in person—and in Canton.

In this, it is maintained by his antagonists that he is flying deliberately in the face of accepted Chinese tradition. Custom, it is urged, justifies Luk in not coming down, but in sending a representative instead. Luk apparently demands that Lung shall send an ambassador to meet the Kwangsi representative at Shingling, and that these two should "talk things over." If negotiations are satisfactory, Luk proposes to come on to Shin Hing and there to meet Lung in person—and the only drawback to the plan that we can see is that Lung refuses to be any party to it. He takes his stand behind the fact that he has received definite orders to hand over to Luk, and that he is ready to do so the moment the latter puts in an appearance in Canton.

Meanwhile there is the usual picturesque variety of stories and rumours as to the doings at Shek Lung and (eight and forty miles nearer Hongkong) at Shumohua. It is said by the Chinese that Lung has actually recaptured Shek Lung. Presumably he has a fairly strong force there, for it is known that he withdrew some hundreds of men from round about Boosa Tigra, and that these, with several hundreds more from Canton, were last heard of as approaching Shek Lung. At Shumohua the sides are said to be about equally manned: some seven hundred troops on either.

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:—

August	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total to 15th inst.
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1,376
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	125.06

Daily average 125.06

The Cinematograph in Japan.

The influence of moving pictures caused two young brothers to hold up a train, says an Osaka report. Recently railway men found several stones on the railway track near the crossing on the Tojo line in Osaka. The police discovered that a boy of 17 and his brother of 8 had carried the stones to the track in the hope that a train would be stopped. The two boys confessed they had wished to imitate the killing in the picture.

PERSONNE UNDER FIRE.

German Railroad Moved East.

The French front, instead of resembling the teeth of a saw, now presents a great rectilinear bulge, and it is at the angles of this bulge that the Germans are striking—north of the river at Belloy and Estrees. So far their efforts have been easily held, and the French are continuing in comparative tranquillity the work of consolidating their gains and preparing for the next forward move.

It is a comforting sign that the enemy was not able to react in any strength against the French progress until the sixth day of the battle, and even then the reaction was not as vigorous as might have been expected. Our Allies now possess heavy artillery which enables them to use their field guns to the best effect. At the outbreak of the war it was difficult to persuade an artillery man that he had to move his guns much nearer the enemy than was entirely approved of in the text-books. Now, just as the machine-guns go forward with the infantry assaulting waves, so do the "75's" follow, and when the Germans launched their counter-attacks upon the Belloy-Estrees line they found the high explosive and shrapnel curtain completely impervious.

Wave after wave melted away before getting within striking distance of the French trench line. A few battalions, more stubborn than the rest, made a desperate effort to strike through the shell zone to the trenches, they must bitterly have regretted their bravery. Two companies of them were absolutely wiped out.

Bavarian Mass Attacks.

There were no fewer than six of these costly counter-attacks upon the Belloy-Estrees line, and it may interest the Bavarians to know that once again the Prussians, following the "antiquated" idea of 1870, freely shed Bavarian blood. The 17th Bavarian Division suffered especially serious losses. The heaviest attack, according to the Liberte, was delivered towards 3 o'clock, when two regiments advanced in massed formation to attack this portion of the front. Those who were left untouched by the terrible curtain fire of the French were charged at the bayonet's point and dispersed utterly.

The only success to the credit of the Germans during the day was short-lived. A Bavarian company managed to capture some farm buildings on the Belloy-Berry road, and held them for two hours when, all further resistance being tantamount to suicide, they surrendered.

It is to be noted that these counter-attacks were not launched from Peronne. Peronne railway station is under the fire of French guns, and all troop concentrations have to be effected through Chaulnes (10 miles southwest of Peronne), which must be beginning to become "unhealthy." The attacking forces moved out from Berry, about five miles from Chaulnes, through which, along the Orlais-Basel railway, the enemy is able to bring reinforcements from the whole of the Western front.

The Germans already have to move their railroad further east from Peronne. Trains are no longer running from Peronne eastwards to Tergnier, and troops which can only come from Cambrai from the north have to be detrained at Roisel (about nine miles east of Peronne) or Carigney (about four miles east of Peronne). Nesle, Voves, and Ham are other important railway centres to the south of Peronne, and upon these points the French are placing their main line of defence.

MR. LLOYD GEORGE AND VICTORY.

Week's Output Equal to Two Loos Battles.

At a Munitions Conference of the Allies, held in London on July 12 when the requirements of the different countries were considered, Mr. Lloyd George, who presided, attributed the fact that "victory is beginning to flow in our direction" to the enormous improvement in the equipment of the Allied armies last year; and as one striking illustration of the development in Britain he stated that this country is now turning out each week nearly twice as much ammunition and nearly three times as much heavy shells as was fired in the Battle of Loos last autumn. Heavy guns, he added, are rolling in at a great rate.

The following report of the Conference was issued by the Secretary for War through the Press Bureau:—

A conference to discuss the equipment of the Allied forces was held at the War Office this morning. Mr. Lloyd George, Secretary of State for War, presided. Those present were Mr. Albert Thomas, representing the French Government; General Bolyeff, representing the Russian Government; General Dall'Olio, representing the Italian Government; the Right Hon. E. S. Montagu, Minister of Munitions, representing the British Government; together with representatives of the War Office and the Ministry of Munitions.

The Secretary of State for War welcomed the Allied delegates in the name of his colleagues in the Government, and invited a statement of the requirements of each country. He then said:—

Since our last Munition Conference held in London there has been a considerable change in the fortunes of the Allies. At that date the great Champagne offensive in the west had just failed to attain its objective, and the French and British armies had sustained heavy losses without the achievement of any conspicuous success. In the east the enemy had pressed the gallant armies of Russia back some hundreds of miles, and the Balkans had just been overrun by the Central Powers.

The Watershed Crossed.

I need not dwell upon the improvement which has since that time been achieved in the fortunes of the Allies. The overwhelming victories won by the valiant soldiers of Russia have struck terror into the heart of our foe, and those victories, coupled with the immortal defence of Verdun by our indomitable French comrades and the brave resistance of the Italian troops against overwhelming odds in the Southern Alps, have changed the whole complexion of the landscape; and now the combined offensive in east and west has wrenched the initiative out of the hands of the enemy, never, I trust, to return to his grasp. We have crossed the watershed, and now victory is beginning to flow in our direction.

It is relevant to the object of this conference to inquire why our prospects have improved. The answer is: The equipment of our armies has improved enormously and is continuing to improve. When we met last the Russian armies were facing a hailstorm of iron with flesh and blood; the British troops were condemned to entrench themselves because our munitions were not equal to sustained attack; and, although France had bestirred herself early in the campaign and under the guidance and inspiration of M. Thomas had achieved prodigies in the way of equipment, still even her resources were inadequate to the task in front of her.

A Big Undertaking.

The Kiangnan Dock and Engineering Works are to undertake to construct a new frame for the large stone crusher used by the Shanghai Municipal Council at the municipal quarry. The piece weighed over eight tons, and the work is to be undertaken locally on account of the prohibitive cost of replacement from Europe.

The Navy's Demands.

In this country we were in process of adding to old factories and setting up new ones. We had ordered the machinery with which to fill them. But few of these factories had then been erected, and not one of them was completed for work. I think it right to point out at this juncture that the navy until recently absorbed more than half the metal workers in this country. The task of building new ships and repairing old ones for the gigantic navy and fitting and equipping them occupied the energies of a million men. At the beginning of the war there were a few hundred thousand, and our armaments and the equipment of the army were in proportion to its size. We had therefore to create out of next to nothing armaments to provide munitions for the huge army now in the field, whilst at the same time the bulk of our best engineers were working to maintain and to increase the navy.

Most of our new factories are now complete, and most of the machinery has been set up. Hundreds of thousands of men and women hitherto unaccustomed to metal and chemical work have been trained for munitions making. Every month we are turning out hundreds of guns and howitzers, light, medium, and heavy. Our heavy guns are rolling in at a great rate, and as for ammunition we are turning out nearly twice as much ammunition in a single week, and what is more, nearly three times as much heavy shells, as we fired in the great offensive in September, although the ammunition we expended in that battle was the result of many weary weeks of accumulation. The new factories and workshops we have set up have not yet attained one-third full capacity, but their output now is increasing with great rapidity. Our main difficulties in organisation, construction, equipment, labour supply, and readjustment have been solved. Officials, employers, and workmen keep at it with the same zeal and assiduity as they have hitherto employed, our supplies will soon be overwhelming.

Victory Anywhere Means Victory Everywhere.

The fact that after months of most appalling and unceasing expenditure of ammunition at Verdun France has still a sufficient reserve to conduct an independent offensive on a considerable scale is the best proof of M. Thomas's efforts. I cannot help thinking that the improvement in Russian munitions has been one of the greater and most unpleasant surprises our enemy has sustained; and we know the efforts Italy has put forth and the happy results of these efforts in the recent struggle in the Alps. Still, our task is but half accomplished. Every great battle furnishes an additional proof that this is a war of equipment. More ammunition means more victories and fewer casualties.

He then dealt with the needs of the Allies and ended:— "These are the main problems we have to consider at these conferences. We must help each other to a solution by mutual effort. Let us probe thoroughly the requirements of the various armies. Let us help each other to supply these requirements. Victory anywhere means victory everywhere."

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MACAO DECLARED INFECTED.

Entry of Chinese into Hongkong Forbidden.

A Government Gazette Extraordinary, published to-day, contains the following notification.

Executive Council.
The Merchant Shipping Ordinance, 1899, Table L, Quarantine Regulations. — It is hereby proclaimed by order of His Excellency the Governor in Council that Macao is a port or place at which an infectious or contagious disease prevails.

A. G. M. FLETCHER,
Clerk of Council.

Council Chamber,
16th August, 1916.

A Proclamation.

This afternoon a Proclamation has been issued under Section 2 of Ordinance 3 of 1895 prohibiting the entry of Chinese into the Colony from Macao. The Proclamation prescribes:—

(a) That no vessel shall at any time bring into the waters of the Colony from Macao any passengers of Chinese nationality or origin, or any passengers appearing to be of such nationality or origin;

(b) That no person of Chinese nationality or origin shall come into the Colony by land or sea from Macao;

(c) That all vessels of every kind shall, on arriving within the waters of the Colony from Macao, anchor at the quarantine anchorage prescribed by the Quarantine Regulations and shall not leave such anchorage until allowed to do so by order of the Health Officer.

ADMIRAL MEUX AND JUTLAND BATTLE.

Our Naval Deficiencies when War Broke Out.

Admiral Sir Hedworth Meux, (formerly Commander-in-Chief on the China Station) speaking at the annual meeting of the Herts Navy League last month, said if we had had more destroyers in accordance with Lord Beresford's agitation we should have been in a much better position when war broke out. We had had to call heavily upon merchant ships to assist the navy, and so had become short of tonnage. Now it was a thing of the past there could be no harm in mentioning that at the beginning of the war we had not one efficiently defended port where warships and destroyers could shelter themselves from possible submarine attacks. The work at Rosyth had been allowed to hang fire for many years, and it was fortunate we were not opposed in those early days by a very enterprising enemy. Now everything under that head was quite satisfactory, and it only remained to ensure that after the war these responsibilities for the danger were not again allowed to manage our affairs.

In Admirals Jellicoe and Beatty we had a combination such as has only existed once before in our navy—at the time of St. Vincent and Nelson. In Beatty we really had a Nelson. If a general action between the two fleets off Jutland had been possible the result would have been much more favourable to us, but, as it was, Jutland was not really a great victory like Trafalgar. All the same, it was a victory, and the German fleet about it would bring their own retribution. Having told the German people their fleet had won a great victory, they would probably be compelled to come out again, which was exactly what they did not want.

WAR CHARITIES.

Second Anniversary of War.

The Hon. Mr. E. B. Hallifax, Hon. Secretary of the War Charities Committee, informs us that a sum of £500 has to-day been remitted by the Hon. Treasurer to London to be expended on the Relief of British Prisoners of War. The Total is made up as follows:—

Anniversary Service Offerings:	
St. John's Cathedral ...	\$909.46
Union Church ...	437.00
Ohel Leah Synagogue ...	200.00
Sundry unmarked subscriptions ...	156.00
Allocated from General Fund ...	3,003.24
	\$4,705.88

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia & China Telegraph Co.

Brewster Elizabeth, Singapore.
Choongpin Chimsarcho, Kuala Lumpur.
Figueras, Manila.
Horn Pack Lockcock Hotel, Macao.
Hapsing, Taipei.
Jeandah, Singapore.
Leemol 18 Katon St. Ipoh.
Loosy Luenlong, Bangkok.
Ng On Kay 32 Milho Tong St, Los Angeles.
Sinbecho, Singapore.
Sutor N.S.W. Agent, Sydney.
Yausang 1st floor 56 Wellington St, Macao.

J. M. BECK,
Superintendent.
Hongkong, 10th August, 1916.

Great Northern Telegraph Company, Ltd.

Harajuku Empress Hotel, Teikatsu.
Kiyuchiu o/o Tatenchan Hotel, Swatow.
Dolcino, Shimonesaki.
Lopingkum 35 Third Story Wingkiet Street, Shanghai.
Huon, Shanghai.
Hongkong, 11th August, 1916.
R. SORESENSEN,
Act. Superintendent.

Technical Institute.

We have received two late for publication in to-day's issue, a list of the successful candidates at the Hongkong Technical Institute examinations held in June last.

Stanley Street Murder.

The hearing was continued at the Police Court this afternoon, before Mr. J. B. Wood, of the case in which a Chinese stands charged with the murder of another Chinese, at 80, Stanley Street, by stabbing him through the heart with a knife. Accused was committed for trial.

TO-DAY'S ADVERTISEMENT.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

An INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for the six months ending 30th June, 1916, will be payable on MONDAY, the 16th August, 1916, on which date Dividend Warrants may be obtained at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 23rd August, 1916, to MONDAY, 28th August, 1916, both days inclusive.

SHEWAN TOMES & CO.
General Managers.

